

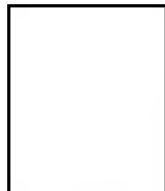
1616Z 12 MAR 63

S E C R E T

AD-02A
DDR
DADMD
DD
" "
C/PS
RB

25X1

DIRECTOR



25X1

OSA (1-2-3-4-5-6-7-8-9-10)

OPERATIONAL IMMEDIATE

S/C (11)

TOR: 1653Z 12 MAR 63

IN 68745

25X1

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OPIM



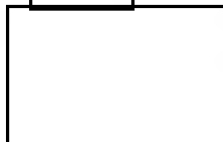
INF



CITE



REF



25X1

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TO COL LEDFORD INFO DR SCOVILLE FROM KELLY JOHNSON

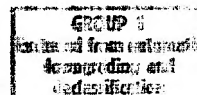
SINCE OUR PHONE CALL THIRTY MINUTES AGO, I HAVE SUGGESTED TO DR SCOVILLE THAT IT MIGHT BE ADVISABLE TO INSTALL ANOTHER GENERATOR OF THE NEW TYPE ON AIRPLANE 342 AND DO LOCAL HIGH ALTITUDE MISSIONS. WE WOULD THEN LIKE TO HAVE THE RESULTS OF THESE TESTS AFTER A TOTAL OF TEN HOURS AT ALTITUDE. IF BRUSH WEAR IS INSIGNIFICANT, WE WILL CONSIDER THAT GENERATOR SUITABLE FOR A MISSION.

WE WOULD LIKE TO KNOW WHETHER BRUSH WEAR PROBLEMS HAVE BEEN ENCOUNTERED ON AIRCRAFT 355 SINCE IT HAS FLOWN WITH THE NEW GENERATOR A NUMBER OF HOURS. OUR TESTS HERE HAVE TO THIS TIME FAILED TO DETERMINE THE CAUSE FOR HIGH BRUSH WEAR.

CONDITION HAS ALSO TURNED UP IN DEL RIO IN ABOUT SIX CASES. WE ARE WORKING AROUND THE CLOCK WITH VENDORS TRYING TO DETERMINE WHETHER CHANGES (AND WHAT TYPE) HAVE DEVELOPED ON THE BRUSHES OR IN CONNECTION WITH THE CHANGE TO THE NEW BEARINGS. WILL KEEP YOU ADVISED.

END OF MESSAGE

S E C R E T



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